



**XXIVth World
Road Congress
Mexico 2011**
Mexico City 2011.

PERSPECTIVES OF ROAD TRANSPORT IN MEXICO

Óscar de Buen Richkarday

Consultant, former Undersecretary for Infrastructure.

MÉXICO IN 2010

Indicator	2010
Population (million inhabitants)	112.3
Urban population (%)	78
GNP (billion US dollars)	1,012.3
GNP per capita (US dollars)	9,600
Vehicle fleet (million vehicles)	31.7
Motorization rate (number of persons per vehicle)	3.7



FEDERAL ROAD NETWORK 2010



THE MEXICAN ROAD NETWORK IN 2010

- The network has a total length of 367,000 km, of which 120,000 km are paved.
- The federal network is 50,000 km long, with 8,000 km of toll roads.
- The network is worth about 70 billion US dollars.
- 80% of roads in the federal network are in good or adequate condition.
- Road transport accounts for 70% of domestic freight movements and 98% of passenger movements.



MEXICO IN 2040 COMPARED TO 2010

Indicator	2010	2040
Population (million inhabitants)	112.3	130.0
Urban population (%)	78	81
GNP (billion US dollars)	1,012.3	3,282.0
GNP per capita (US dollars)	9,600	25,300
Vehicle fleet (million vehicles)	31.7	60.0
Motorization rate (number of persons per vehicle)	3.7	1.9

- These perspectives imply dramatic challenges for road transport.



MÉXICO IN 1960 COMPARED WITH 2010

Indicator	2010	1960
Population (million inhabitants)	112.3	34.9
Urban population (%)	78	50
GNP (billion US dollars)	1,012.3	83.2
GNP per capita (US dollars)	9,600	2,394
Vehicle fleet (million vehicles)	31.7	0.785
Motorization rate (number of persons per vehicle)	3.7	44.5

- In the past, even greater challenges have been met.



TOOLS FOR THIS TRANSFORMATION

- **Infrastructure expansion** improved accessibility, increased transport capacity and lowered transport costs.
- **Innovation and new technologies** generated efficiencies, economies of scale and opened up new opportunities.
- **New institutional arrangements** produced new transport options and increased competition in the sector.
- **Contractual arrangements** led to larger transport investments and improved asset management.
- **Concern for transport externalities** has produced a new vision of transport.



MAIN FUTURE CHALLENGES FOR ROAD TRANSPORT

- Cope with the transport demands of a larger, richer, better informed population in an open and democratic society.
- Improve urban transport services to raise the quality of life of urban dwellers.
- Facilitate access to communities to help eradicate extreme poverty.
- Help realize Mexico's full potential as a North American logistics and foreign trade hub.
- Develop modern institutions and improve the allocation of road-related roles and responsibilities among the three levels of government.
- In summary, consolidate the road system as an instrument of growth, opportunity, employment and quality of life for the Mexican population.



MAIN TENDENCIES FOR FUTURE ROAD SYSTEM DEVELOPMENT

- Growth of public budgets for road infrastructure.
- Increase of private participation in the highway sector.
- Pressure for a new distribution of road-related responsibilities and tasks among the different levels of government.
- Demand for higher quality of service in the road network, especially in toll roads.
- Road safety.
- Reduction of road network exposure to natural or man-made disasters.



MAIN TENDENCIES FOR FUTURE ROAD SYSTEM DEVELOPMENT

- Contribution of the road network to regional development.
- Mitigation of externalities such as energy consumption, environmental impacts and social consequences of road infrastructure.
- Concern for social issues related to road operations.
- Influence of urban transportation services on population quality of life.
- Program development with accountability and transparency.



ROAD POLICIES FOR THE FUTURE

- Strengthen road planning at all government levels.
- Design and implement institutional and contractual arrangements, including supervision and control systems, with incentives aligned with main sector objectives.
- Promote research and technology development and implementation.
- Accelerate institutional and strategic development in urban transport.

